

REPORT

DATE: September 15, 2006

TO: Transportation and Communications Committee

FROM: Alan Thompson, Acting Manager, Corridors

SUBJECT: Regional Comprehensive Plan, Security and Emergency Preparedness Chapter, Performance Outcomes.

EXECUTIVE DIRECTOR'S APPROVAL: *WJ Done for Mark Lisano*

RECOMMENDED ACTION:

Release for Public Review and comment for 180 days. Draft components of the Regional Comprehensive Plan are being released for public comments prior to the final draft. Action by the TCC would direct staff to seek input and participation from stakeholder and interested parties and make technical refinements.

SUMMARY:

At the September 11 Regional Comprehensive Plan (RCP) Task Force meeting, it was decided to recommend to the Transportation and Communications Committee that the following preliminary Performance Outcomes be released for public review.

- Outcome:** Full compliance with Regional Transit Security Strategy
- Outcome:** Reduction in transit related crime
- Outcome:** Improved design, retrofit, hardening and stabilization of critical transportation infrastructure
- Outcome:** Eliminate car/train and pedestrian/train accidents
- Outcome:** Rapid Response Plans for emergency repair of transportation facilities
- Outcome:** All locally elected officials be at least minimally compliant with the National Incident Management System (NIMS)
- Outcome:** Regional Recovery Plan for the continuity of government services during disaster recovery

BACKGROUND:

The Performance Outcomes will be the central feature of each RCP Chapter. They establish the goals for the plan, and define the region's values across the range of planning and resource categories covered by the plan.

The Security and Emergency Preparedness chapter identifies SCAG's role and responsibility in regards to Security and emergency preparedness, and with respect to other jurisdictions. It describes the current programs at the Federal, State and local levels, and presents policy recommendations and actions for consideration by the SCAG Regional Council and presents recommendations that can implemented at various levels of governments.

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Before any performance outcomes can be developed, an overall policy must be developed. SCAG's existing overall goals and objectives do not mention security. One potential goal/objective for SCAG can include the amending of an existing SCAG goal to encompass security:

- Ensure ~~travel~~ **transportation** safety, **security** and reliability for all people and goods in the region.
[additions in bold]

Safety and security are often intertwined in preparation and response. Therefore, the following definitions are used:

- **Safety** is defined as the protection of persons and property from unintentional damage or destruction caused by accidental or natural events.
- **Security** is defined as the protection of persons or property from intentional damage or destruction caused by vandalism, criminal activity or terrorist attacks.

Because of southern California's historical litany of natural disasters, from earthquakes to wildfires, flooding and mudslides (and now increased terrorism threats), policies and procedures are already in place at the state and local levels that define various steps in the event of a natural or human-made disaster.

A central goal of SCAG, in the development of the Security and Emergency Preparedness Chapter, is to examine the policies and procedures at the various levels of government and determine how SCAG can contribute, and provide benefit to these efforts, without duplicating or hindering them.

Proposed Goals

- Enhance the Region's capabilities to deter and to respond to unexpected terrorist incidents, man-made or natural disasters by strengthening relationships and outlining strategies for regional action among local, state and federal agencies.
- Improve the effectiveness of regional plans by maximizing the sharing and coordination of resources which would allow for proper response by various agencies.
- Enhance the capabilities of local and regional organizations through provision and sharing of information.

Proposed Policies

- Ensuring the security of the region's transportation system and infrastructure is a priority.
- Enhancing the region's ability to deter and respond to acts of terrorist attacks, man-made or natural disasters through regionally cooperative and collaborative strategies.
- Provide the means for collaboration in planning, communication and information sharing before, during, or after a regional emergency for the region.

Preliminary Draft Performance Outcomes

Full compliance with Regional Transit Security Strategy: All transit operators applying for Department of Homeland Security (DHS) grant funds are required to develop and participate in a regional transit security strategy with other transit operators who may be impacted. This chapter proposes expanding the strategy coordination to include all transit operators within the region, including those who have not applied for DHS grants.

SCAG is not part of, and does not participate in the development and maintenance of the regional transit security strategy. However, SCAG works with every transit operator and can encourage participation.

Reduction in transit related crime: Transit itself is relatively safe from most traditional criminal activity because of the confined nature of transit vehicles. Areas that have a higher potential for criminal activity include outdoor stations and parking lots where the probability of being apprehended is less likely.

The increased use of surveillance, in a manner that recognizes civil liberties, and the increased law-enforcement patrols and presence of uniformed transit employees can deter crime and increase the perception of security at transit stations and park-and-rides.

While SCAG has limited authority concerning transit security operations and procedures, it can encourage a dialogue to help implement increased security.

Improved design, retrofit, hardening and stabilization of critical transportation infrastructure: SCAG can encourage the improved design and retrofitting of critical infrastructure for both security and safety purposes. Many of the design influences for hardening a structure against an earthquake can also be used for hardening a structure against some terrorist threats.

Eliminate car/train and pedestrian/train accidents: Improvements in safety devices at at-grade rail crossings, including barriers, signage, audible and visual warning devices. While this will not stop intentional harm, it can reduce accidents caused by people trying to "beat the train" with disastrous consequences. In addition, "sealed" train corridors can be examined to separate trains from surface street vehicles.

Rapid Response Plans for emergency repair of transportation facilities: After the January 1994 earthquake, rapid response plans were put in place to quickly repair damaged transportation infrastructure. In the 12 years since, these plans should be updated before the knowledge and experience base retires from the workforce.

All locally elected officials be at least minimally compliant with the National Incident Management System (NIMS): The National Incident Management System (NIMS) is a tool for states, counties and local jurisdictions to respond to catastrophic events through better communication and coordination.

NIMS provides a consistent nationwide template to enable Federal, State, local, and tribal governments and private-sector and nongovernmental organizations to work together effectively and efficiently to prepare for, prevent, respond to, and recover from domestic incidents, regardless of cause, size, or complexity, including acts of catastrophic terrorism.
http://www.fema.gov/pdf/nims/NIMS_basic_introduction_and_overview.pdf

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California has a similar management system called the Standard Emergency Management System (SEMS) which is mandated under California Government Code Section §8607(a).

In February, 2005, Governor Schwarzenegger signed State Executive Order S-2-05, which called for the integration, to the extent appropriate, of the NIMS into the State's SEMS.

The RCP Task Force noted that there should be some type of elected official education or guide to assist them in planning for, and recovering from major emergencies and disasters. The NIMS Integration Center strongly recommends that all elected officials who will be interacting with multiple jurisdictions and agencies during an emergency incident at the minimum take several NIMS courses:

- FEMA IS-700: "NIMS, an Introduction" <http://www.training.fema.gov/emiweb/is/is700.asp>
- ICS-100: "Introduction to Incident Command System (ICS)" or equivalent
<http://www.training.fema.gov/EMIWEB/is/is100.asp>

Regional Recovery Plan for the continuity of government services during disaster recovery: While most (if not all) cities in the region have mutual aid agreements (MAA) in the event of disasters, these agreements may be limited to the sharing of emergency responders and law enforcement personnel. For both physical and psychological benefits, it is important that government organizations continue functioning during the recovery period. MAAs can include the use of undamaged government facilities and equipment, the use of staff persons and common forms.

FISCAL IMPACT:

No fiscal impact.